



QUEENS VIEW, NETLEY

TRANSPORT STATEMENT

July 2023

Eastleigh Borough Council

**MIXED USE DEVELOPMENT
QUEENS VIEW
NETLEY**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>Document No:</i>	131.0013/TS/4	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
2	01.08.23	TP	Updated Appendices	CT
3	21.09.23	CAT	Updates to development proposals	JAM
4	25.09.23	CAT	Client Comments	MDS

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Eastleigh Borough Council (EBC) for the redevelopment of the site known as 30-32A Queens View, (which currently comprises 2 x ground floor retail units, 2 x residential flats above and an area of parking) to provide 18 residential flats and a small retail unit, at Queens View, Netley, Southampton.
- 1.2 The site is located on Queens View, in the residential area of Netley Abbey, Southampton. The site includes a section of highway where Castle Road forms a crescent shape and an area of hardstanding provided unrestricted parking. The site is approximately 400m northeast of Netley Village Centre and circa 5km southeast of Southampton City Centre. The site location is demonstrated in **Figure 1** and the site plan is included in **Appendix A**.

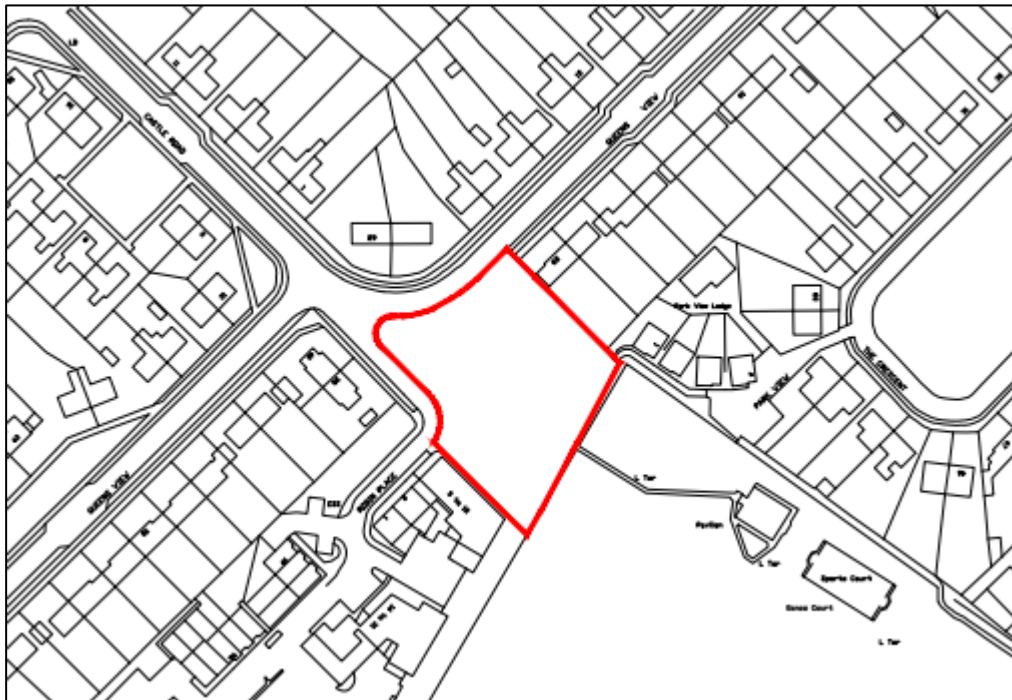


Figure 1: Site Location

Pre-application Discussions

- 1.3 A planning pre-application document was submitted to Eastleigh Borough Council (EBC) by MH Architects in January 2023 to facilitate discussions regarding the site location and design. A Pre-Application response was received on the 17th of February 2023. Reference to these documents has been made where appropriate.
- 1.4 In addition, a highways Pre-application Scoping Note was submitted to HCC and a response received from HCC in February 2023, which is attached as **Appendix B** for reference.

- 1.5 The HCC Pre-Application Response raised a number of comments to be addressed. These included:
- Using Hampshire Constabulary for accident data
 - A re-assessment of the TRICS database to be more robust
 - Land required for the private parking area being purchased to extinguish highway rights
 - The footway to have unrestricted public access
 - Cycle storage to be in line with local guidance.
- 1.6 The site layout plans were updated to reflect these comments along with the feedback from Eastleigh Borough Council. This included a reduction in the number of units and amendments to the parking area and footways. It should also be noted that a Section 257 application will be used to stop up the highway to facilitate the development. The other comments have been addressed in this TS.
- 1.7 Following a public consultation, local residents raised concerns regarding the loss of retail on site. Subsequently, the applicant discussed the potential for one of the existing retail tenants to take a retail unit on the site. Therefore, one of the proposed ground floor retail units has been converted into a retail unit to accommodate this. Two car parking spaces have been allocated to the retail unit along with an area for deliveries which would be shared space. The principal of this retail unit was discussed with the HCC highway officer via email. This included reviewing the need for potential new car parking surveys to support the parking provision for this retail unit. However, following a review of the parking accumulation, the spaces proposed are expected to be sufficient to accommodate all demand associated with the retail unit and therefore no surveys are proposed.
- 1.8 This TS will provide a review of current conditions in the vicinity of the site, including current pedestrian, cycle and public transport links, consider accident data surrounding the site, describe the development proposals, provide a trip generation assessment for the site and set out parking standards and strategy.
- 1.9 The TS has also been prepared with consideration for the NPPF (specifically paragraph 111) as well as Hampshire County Council's Local Transport Plan and Eastleigh Borough Local Plan 2016-2036 (adopted 2022).

2. EXISTING CONDITIONS

- 2.1 The site is situated in the village of Netley which falls into the borough of Eastleigh. The site is bordered by Netley Recreational Ground to the southeast, Castle Road to the southwest, Queens View to the northwest and residential houses to the northeast. The site currently consists of 2no. residential flats above 2no ground retail units, with four garages and part of Castle Road which forms a crescent and an area of hardstanding, which allows for unrestricted car parking. The site and its surroundings are shown in **Figure 2** and the existing site conditions of the site are shown in **Photographs 1, 2 and 3**.



Figure 2: Site Context



Photograph 1: Existing Conditions (view from Robin Place)



Photograph 2: Existing Access (Castle Road / Queens View Junction)



Photograph 3: Location of Proposed Access

Local Highways Network

Queens View is a single carriageway road, measuring circa 6m in width, supported by circa 1.2m footways on both sides of the carriageway for its majority. It is noted that unrestricted on-street car parking is present which restricts the available road width. Queens View forms a crossroads with Castle Road at the northwestern corner of the site.

- 2.2 Castle Road follows a northwest / southeast alignment and forms the south-western border of the site, providing access residential properties located on Robin Close (which is private). Castle Road measures circa 6m in width with 1.2m footways both side of the carriageway. On-street parking is also present on Castle Road, restricting the available road width. Castle Road forms a crescent shape which forms an area of hardstanding which is used for car parking and access to the existing properties within the site boundary.
- 2.3 Two key access roads into Netley include Hamble Lane and Hound Way. Hamble Lane connects Netley to the Windhover Roundabout which provides links to the A3024, the A27 and the M27.
- 2.4 The A3025 provides a route to Southampton City Centre from Hamble Lane. The A27 forms part of the strategic road network, providing a connection between Whiteparish in Wiltshire along the south coast to Pevensey in East Sussex. The M27 provides a link between two of the largest urban areas in Hampshire, Southampton and Portsmouth. Therefore, the site is situated in proximity to both the local and strategic highway network.

Personal Injury Accident Data

- 2.5 To assess the existing safety conditions on the surrounding highway network, Personal Injury Accident (PIA) data has been obtained from the HCC traffic web data portal for the latest available 5-year period. The data is available for the period between January 2018 – December 2022. The PIA investigation is demonstrated in **Figure 3**.

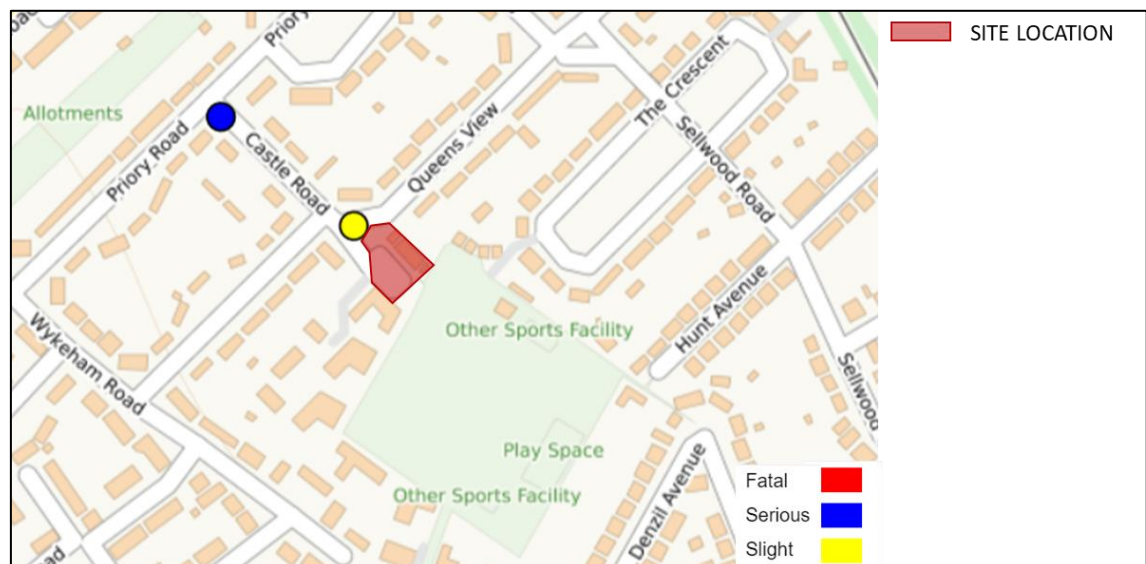


Figure 3: PIA Data (Source: HCC Traffic Web Data Portal)

- 2.6 **Figure 3** shows that two incidents were recorded in the proximity of the proposed site. One of the incidents was classed as 'Slight' in nature, whilst the remaining incident was considered 'Serious' in nature.
- 2.7 The incident that occurred near the proposed site access is classified as 'Slight' in nature and occurred at 15:32 on the 12th of March 2018, involving one vehicle and a pedestrian causing one casualty. The 'Serious' incident occurred on the 21st of April 2022 at 00:53, involving one vehicle and resulting in two casualties.
- 2.8 Over the latest available 60-month period only 2 incidents have occurred in the vicinity of the site, averaging one incident every 30-months. Therefore, **Figure 3** does not identify a highways concern that would worsen as a result of the proposed development or present a concern for future site users.

3. LOCAL ACCESSIBILITY

- 3.1 The site is situated circa 600m northeast of the main facilities within Netley village, with a range of facilities provided on Station Road and Victoria Road. These local facilities have been outlined within **Table 1** and the distances have been measured from the site entrance, given the small scale nature of the development.

Facility	Distance	Walking Time (minutes)	Cycling Time (minutes)
Recreational Ground	50m	>1	>1
Junior School & Pre School	400m	5	1
Bus Stop (St Edward's Road)	400m	5	1
Takeaways	500m	6	2
Café	500m	6	2
Bar	550m	7	2
Library	640m	8	3
Convenience Store (Co-op)	650m	8	3
Pharmacy	650m	8	3
Post Office	700m	9	3
Community Centre	710m	9	3
Place of Worship (St Edwards Church)	715m	9	3
Netley Train Station	1000m	13	4

Table 1: Local Facilities

- 3.2 As shown in **Table 1**, the site is in proximity to a variety of local facilities, including educational facilities, shops, public transport infrastructure and leisure activities, demonstrating that the site is located in an accessible location.
- 3.3 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). **Table 1** shows that all local amenities identified come well within this threshold, therefore the development provides a good opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.
- 3.4 Manual for Streets (MfS) and CIHT also describe a 'Walkable Neighbourhood' as one which has a range of facilities which can be accessed within 10-minutes' walk time (800m). Therefore, the location of the site in relation to the local facilities fits the description of a 'Walkable Neighbourhood'.
- 3.5 The location of the site therefore presents an excellent opportunity to encourage local journeys by walking, cycling and public transport.

Pedestrian Network

- 3.6 Queens View and Castle Road are flanked by footways on both sides of the carriageway, providing a direct connection from the development site. Wide grass verges are present which separates footways from the carriageway.
- 3.7 Netley village is a well-established residential area, with excellent footway provisions linking the residential houses to local facilities. There are dropped kerbs with tactile paving crossing points provided across most junctions, creating safe crossing points for non-motorised users to reach the local facilities.

3.8 The existing conditions of the local pedestrian network is shown in **Photographs 4 – 7**.

Photograph 4: Queens View Footways



Photograph 5: Queens View Footways





Photograph 4: Castle Road Footways



Photograph 4: Footpath to Recreational Ground

Public Rights of Way

- 3.9 In close proximity to the site there are a number of Public Rights of Way (PROW) footpaths and long-distance routes. The ProW routes near the site are shown in **Figure 4**.

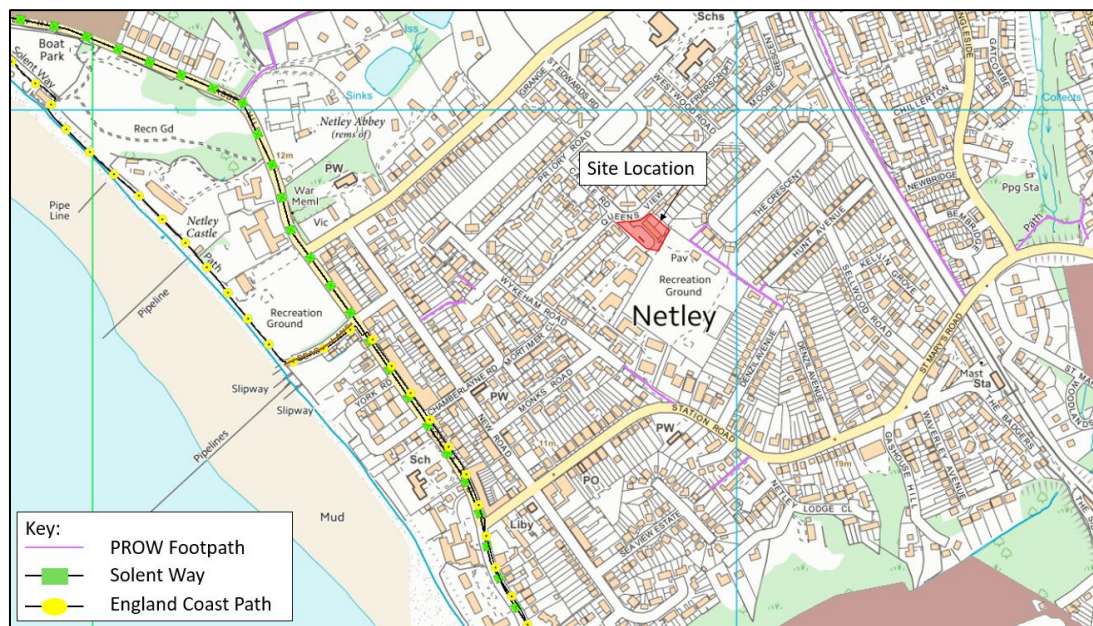


Figure 4: ProW in the Vicinity of the Site (HCC)

- 3.10 As shown within **Figure 4**, there are a number of ProW footpaths in the vicinity of the site, providing links to local facilities and recreational routes. In addition to the PROW routes, the site is located near two long-distance routes, including the Solent Way and the England Coast Path.

- 3.11 The closest PROW route to the proposed development is route number 121/12/1. This route provides a connection between The Crescent and Denzil Avenue via the recreational ground located behind the proposed site.
- 3.12 The Solent Way is one of the most picturesque walks in Hampshire, taking in views of the Hampshire countryside, Solent and the Isle of Wight. The route is 60 miles and is broken into 8 sections and stretches from Milford on Sea to Emsworth. The England Coast Path is a major project to define a walkable route around the full coastline of England and is estimated to cover 2800 miles/4500kms when complete.

Cycle Network

- 3.13 The gentle topography also makes the area attractive for cyclists. With many amenities within an accessible distance via cycling, the site location provides a good opportunity to encourage cycling as a preferred mode of transport.
- 3.14 Located southwest of the site is the National Cycle Network (NCN) route 2, as demonstrated in **Figure 5** the proposed site is well located in relation to the NCN Route 2.



Figure 5: NCN Route in the vicinity of the Site (Sustrans)

- 3.15 NCN route 2 is circa 500m / 2 minute cycle from the site. NCN route 2 is a stunning long-distance bike route along the south coast of England from Dover in the east to St. Austell in the west. In the vicinity of the site, NCN route 2 can be used to access Southampton and Hamble.

Bus Services

- 3.16 The closest pair of bus stops to the proposed development are the 'St Edwards Road' bus stops located on Grange Road, circa 400m and a 5-minute walk northwest of the site. Both bus stops comprise of a sheltered seating area and a bus flagpole and are shown in **Photographs 8** and **9**. The service available from these bus stops are summarised within **Table 2**.



Photographs 8 & 9: St Edwards Road Bus Stops

Bus Service	Route	Mondays – Fridays	Saturdays	Sundays & Bank Holidays
6 First Bus	Southampton City Centre – Woolston – Weston Lane – Netley – Bowcombe – Hamble Square	05:30 – 21:42 (Every 30 Minutes)	06:10 – 20:22 (Every Hour)	06:10 – 20:22 (Every Hour)

Table 2: Local Bus Services

- 3.17 As summarised in **Table 2**, the bus stop is served by one service which runs between Southampton and Hamble on a half hourly basis during weekdays, and every hour at weekends. Due to the frequency and operating hours of this service, it can be used for both commuter and leisure travel.

Rail Services

- 3.18 Netley Railway Station is circa 1km from the site and is accessible within a 13-minute walk and a 4-minute cycle. From Netley station there are hourly services between Portsmouth and Southampton, also stopping at Fratton, Fareham, Swanwick and Hamble.
- 3.19 Rail services to Fareham only take 15 minutes, services to Southampton take 20 minutes and services to Portsmouth take 40 minutes. Therefore, services can be utilised for both commuter and leisure travel.

Summary

- 3.20 The site is well located in relation to the existing facilities and amenities within Netley and the wider area. In line with paragraph 105 of the NPPF, the site is located in close proximity to both local rail and bus services, in addition to good existing walking and cycling facilities, thus presenting an excellent opportunity to promote sustainable travel and create a sustainable development.

4. DEVELOPMENT PROPOSALS

- 4.1 The development proposes a residential development comprising of 18 one to two bed flats, with associated parking and access from Queens View. In addition, a 67.4m² retail unit is proposed in the south-western corner of the site on ground floor. The proposed residential accommodation schedule is summarised in **Table 3**.

Type of Dwelling	Number of Dwelling
1 Bedroom Flat	8
2 Bedroom Flat	10

Table 3: Accommodation Schedule

- 4.2 The section of Castle Road which forms a crescent and an area of hardstanding used for parking is currently part of the HCC highway boundary, therefore this area along with the existing access will be stopped up through a S257 agreement which will enable stopping up of the highway to facilitate development. However, the northern section of Castle Lane will remain as existing and continue to connect to Robin Close meaning access is maintained to the existing properties to the south.

Access Arrangements

- 4.3 The proposed development would be served via a new access in the form of a vehicle crossover onto Queens View, which would provide access to the main car park, as shown within the site layout in **Appendix A**. The new access measures 6.2m in width and is sufficient to accommodate two cars passing simultaneously which is demonstrated in **Appendix C**. HCC Highways officers confirmed in the Pre-Application response that the proposed access arrangements were considered acceptable.
- 4.4 In addition, and as demonstrated within the site layout in **Appendix A**, 6 of the car parking spaces associated with the proposed development will be accessed directly via Castle Road. These parking spaces will be accessed via the existing Queens View / Castle Road priority junction. There would also be a delivery and servicing area provided here for the retail unit which would be shared surface and is not expected to be used frequently based on the size of the unit. It is anticipated that a form of vehicle control, such as retractable bollards would be used to ensure that this area is not mis-used for parking.
- 4.5 In line with Manual for Streets guidance and HCC TG3 for a vehicle crossover and a 30mph speed restriction, visibility splays measuring 2.4m x 43m at the new vehicular access onto Queens View are achievable. In addition, pedestrian visibility splays measuring 2m x 2m from the back of the footpath are achievable at the access and from the 4 parking spaces on Castle Road. This is shown in **Appendix D**.

Car Parking

Residential

- 4.6 Eastleigh Borough Council (EBC) Residential Parking Standards (2009) identify parking requirements for the Borough based upon dwelling size and whether the parking is allocated or unallocated. The parking standards are outlined in **Table 4** for reference.

No. of Bedrooms	Car Parking Standards		
	With 50% or more unallocated	With less than 50% unallocated	Equivalent parking
1 Bedroom (8 units)	1	1.25	8 / 10
2 Bedrooms (10 units)	1.5	1.75	15 / 17.5

Table 4: EBC Residential Car Parking Standards (2009)

- 4.7 Guidance from EBC parking standards (2009) suggests that if more than 50% of parking is unallocated, 23 spaces are required, however if less than 50% of parking is unallocated, a total of 27.5 spaces are required.
- 4.8 The development site is proposing to provide 20 car parking spaces for the residential element of the development, and it is anticipated that over 50% would be unallocated. No further visitor parking is proposed as part of the development. This is 3 spaces less than the level recommended by the EBC car parking standards. All parking associated with the development would be private, with appropriate signage implemented and the highway boundary amended through a S257 order to facilitate development.
- 4.9 Although the site falls slightly short of the total level of car parking required by EBC standards, census data has been reviewed for car ownership in the area. The site is located within Lower Middle Super Output Area (LMSOA) Eastleigh 014B. The census data from 2021 for 'Flats, maisonettes and apartments' indicates that 38% of people which live in the area in this type of property do not own a car, whilst 51% own one car and 12% own two of more cars.
- 4.10 When applying these percentages to the proposed number of units (18), the development is expected to generate a demand of up to 13 car parking spaces. Therefore, the development is expected to accommodate all demand associated with the development.

- 4.11 The *EBC Parking Standards Supplementary Planning Document – Draft for Consultation (July 2023)* provides updated parking provision. And whilst this has yet to be adopted, it does provide an indication of parking demand for flats and apartments in the area for future developments. The updated standards are shown below in **Table 5**, along with the resultant parking demand.

No. of Bedrooms	Car Parking Standards		
	Unallocated parking	Allocated parking	Equivalent parking
1 Bedroom (8 units)	0.5	1	4 / 8
2 Bedrooms (10 units)	0.75	1	7.5 / 10

Table 5: Draft EBC Car Parking Standards for Flats and Apartments (July 2023)

- 4.12 **Table 5** shows that the emerging car parking standards only require 11.5 parking spaces if all unallocated and 18 if all allocated. Therefore, the 20 car parking spaces proposed would fully comply with the emerging requirement set out within the *EBC Parking Standards Supplementary Planning Document – Draft for Consultation (July 2023)*.
- 4.13 However, it is noted that the development proposals would result in the removal of hardstanding in front of the existing retail units. Section 5 of this report highlights the results of a car park survey undertaken within 200m of the site, giving a better understanding of the current vehicle parking trends in the vicinity of the site.
- 4.14 All car parking spaces measure 2.4m x 4.8m in accordance with Manual for Streets (MfS) design guidance.
- 4.15 To ensure that the development complies with Building Regulations Part S, EV charging apparatus will be provided for 18 of the 20 parking spaces at the site, which enabled every unit to have access to one charging point.

Retail Parking

- 4.16 There are no adopted non-residential parking standards for EBC, however the *EBC Parking Standards Supplementary Planning Document – Draft for Consultation (July 2023)* does provide guidance which has been reviewed. Currently a local family store is located at the site, which would fall into land use category Class E Non-food Retail and General Retail (Covered). The standards suggest that 1 car parking space should be provided for 20m² of covered area, which equates to three spaces when applied to the 67.4m² retail unit proposed. It is proposed that two car parking spaces are provided to serve the retail unit which would be clearly signed and are expected to be subject to time restrictions. The retail unit would be ancillary to the local area, and it is anticipated that the majority of users would walk to this shop instead of travelling further afield to larger shops such as the Co-op. Therefore, this is expected to be sufficient to accommodate all parking demand.

Cycle Parking

Residential

- 4.17 Guidance from EBC parking standards (2009) recommends at least one cycle parking space being per dwelling. The proposal for this development is to provide 20 cycle parking spaces in a fully covered communal area, in line with EBC guidance. This addresses comments made within the Pre-Application response.

Retail

- 4.18 There are no adopted non-residential parking standards for EBC, however the *EBC Parking Standards Supplementary Planning Document – Draft for Consultation (July 2023)* does provide guidance which has been reviewed. The guidance suggests that for land use category Class E Non-food Retail and General Retail (Covered), 1 long stay space is required per 6 staff and 1 short stay space per 200m². Long stay parking will be accommodated within the retail unit, whilst 2 short stay spaces are proposed in the form of a Sheffield stand for visitors.

Refuse, Delivery and Servicing

- 4.19 A bin store is located at the entrance to the car park, as shown within the site layout in **Appendix A**. It is envisaged that refuse collection will be via the Queens View carriageway, with the bin store located within the 10m carry distance of the carriageway. This is similar to the existing arrangement utilised for properties along Queens View and Castle Road.
- 4.20 It is anticipated that fire access will be facilitated by a fire vehicle reversing into the car park to achieve the 45m distance from all points of the building. This is expected to be an infrequent and rare occurrence, however, swept path analysis is included in **Appendix C**.

- 4.21 An area directly in front of the retail unit is proposed to be used for deliveries. This will be shared surface, with appropriate vehicle controls such as retractable bollards to stop vehicles parking. This would be a shared use space, however vehicles are expected to visit infrequently based on the size of unit.

Pedestrian Routes

- 4.22 As shown in **Appendix A**, the proposals include pedestrian connections to Netley recreational ground to the southeast of the site. The existing footways which bisect the verge along the northwestern and southwestern border of the site will be retained and enhanced. Whilst a wide section of footway is proposed directly to the south of the proposed building, providing an improved entrance to the existing recreational ground. The existing footpath which runs along the western side of the recreational ground will be realigned and improved. The proposals ensure that permeability by foot is maintained and enhanced following the completion of the development.
- 4.23 Since the Pre-application response in February, the footpath on the southeastern extent of the site has been widened. In accordance with HCC Highways comments, the footpath between Castle Road and the recreational ground will be open 365 days of the year and allow for unrestricted public access.
- 4.24 It is noted that verge parking has been identified by HCC as an issue in the local area and as a result parking restrictions have been put in place to discourage this, along with wooden blocks. Therefore, it is anticipated that some sort of control such as bollards would again be implemented to stop any vehicles driving onto the wider area of footway.

Summary

- 4.25 The proposed development has been designed in line with Policy DM13: General Development Criteria of the Eastleigh Local Plan, by providing safe and convenient access to the highway network, with provision made towards pedestrian routes as appropriate. The parking provision has been considered in the context of the Eastleigh car parking standards and aligns with Policy DM14: Parking of the Local Plan which states that Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the transport statement/assessment/travel plan. Furthermore, the residential parking proposed for the residential element exceeds the updated parking requirements set out in the *EBC Parking Standards Supplementary Planning Document – Draft for Consultation (July 2023)*. This has been done through a review of census data, along with the parking survey results demonstrated in the next chapter.

5. PARKING IMPACT ASSESSMENT

- 5.1 To get a greater understanding of the current vehicle parking trends within 200m of the proposed development parking surveys were undertaken. The results from the parking survey help to understand the potential vehicle displacement which will be associated with the development site and assess the proposed development's impact on the existing on-street parking capacity.

Car Parking Inventory

- 5.2 As part of the car parking surveys, an inventory of parking spaces was undertaken, in particular to identify the number of parking spaces on the area of hardstanding which could be displaced by the development.
- 5.3 The study area covered the extents of Castle Lane, including the section within and to the south of the site boundary, Queens View (between Wykham Road and Westwood Road) and Priory Road (150m between Prior Road (Crescent) and 100m to the west of Castle Lane. Robin Place is a private road and as such was not included, whilst double yellow lining and cross-overs were also excluded. **Figure 6** illustrates the study area.

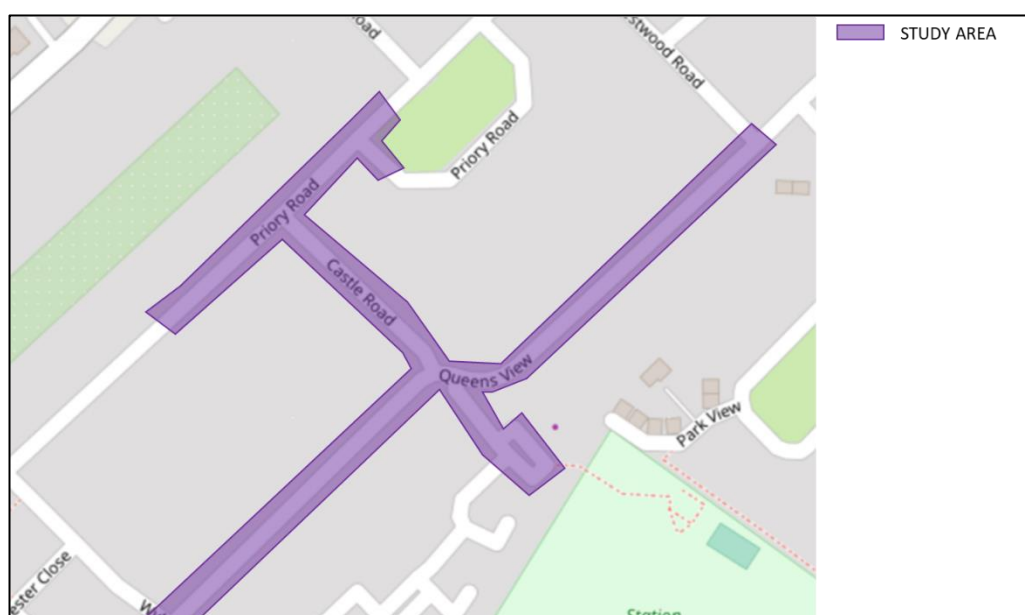


Figure 6: Car Parking Survey Study Area

- 5.4 Across the whole study area, there is capacity for circa 199 vehicles to park, 3 of which are disabled.

- 5.5 Castle Road (Crescent) / the area of hardstanding can accommodate circa 12 vehicles (with consideration to junctions and excluding the crossovers / access to the garages). Therefore, the development proposals would result in the potential displacement of 12 vehicles. **Figure 7** illustrates the parking capacity within the site boundary.



Figure 7: Parking within site boundary

Car Parking Surveys Results

- 5.6 The parking surveys were undertaken on the 29th and the 30th of June 2022 at 00:30 hours. The surveys covered all unrestricted spaces and disabled spaces along Queens View, Castle Road, Castle Road (Crescent) which forms the area of hardstanding in front of the existing buildings and Priory Road.
- 5.7 The results of the parking surveys are summarised within **Table 6** and **Table 7**, with the full survey outputs attached as **Appendix E**.

Road Name	Number of Spaces occupied	Number of Spaces Empty	Total Occupied %
Queens View	29	76	28%
Castle Road	18	23	44%
Castle Road (Crescent)	1	11	9%
Priory Road	12	27	31%
Total	60	137	31%

Table 6: Wednesday 29th Survey Results (excluding disabled bays)

- 5.8 **Table 6** demonstrates that on Wednesday the 29th of June 2022, across the whole survey area parking capacity was utilised at 31%, equating to 137 unoccupied spaces. Without the capacity on Castle Road (Crescent) a total of 125 spaces were available. The highest utilisation was on Castle Road, where 44% of the parking spaces were in use. On Queens View (where the site is located) parking was utilised at 28%, with 76 spaces available.

Road Name	Number of Spaces occupied	Number of Spaces Empty	Total Occupied %
Queens View	30	75	29%
Castle Road	20	21	49%
Castle Road (Crescent)	1	11	9%
Priory Road	11	28	28%
Total	62	135	32%

Table7: Thursday 30th Survey Results (excluding disabled bays)

- 5.9 **Table 7** demonstrates that on Thursday the 30th of June 2022, across the whole survey area parking capacity was utilised at 32%, equating to 135 unoccupied spaces. Similarly, without the capacity on Castle Road (Crescent) a total of 123 spaces were available. The highest utilisation was on Castle Road, where 49% of the parking spaces were in use. On Queens View (where the site is located) parking was utilised at 29%, with 75 spaces available.
- 5.10 On the area of hardstanding in front of the existing retail units, only one vehicle was recorded parked in both surveys. This vehicle may have been associated with the existing flats above the retail unit, which will be removed as part of the development.
- 5.11 However, even when excluding Castle Road (crescent) which represents the area of hardstanding, there was between 124 - 126 spaces available suggesting that there is ample capacity available within the roads around the site to accommodate parking displaced by the removal of the area of hardstanding. Therefore, the proposals are not expected to result in a detrimental effect on the local road network. Furthermore, the proposed development is expected to accommodate all demand associated with the 18 new flats and the removal of the retail units will reduce demand for people to park in this area.

Parking Accumulation for Retail Unit

- 5.12 To understand the parking demand associated with the 67.4m² retail unit, the TRICs database has been utilised to obtain hourly trip rates, using the following parameters:
- TRICS (v7.10.2)
 - 'Retail', 'Convenience Shop'
 - Sites in England and Wales (Excluding Greater London)

- 0 – 500m²
- Suburban Locations

5.13 Four of the sites available were during the weekends and one during the weekdays, therefore the weekday survey was excluded to be consistent.

5.14 **Table 8** sets out the parking accumulation across a day assuming no vehicles are parking before 05:00.

Time Period	Arrivals	Departure	Accumulation
05:00-06:00	0	0	0
06:00-07:00	1	0	1
07:00-08:00	4	3	1
08:00-09:00	5	5	1
09:00-10:00	5	5	1
10:00-11:00	4	4	1
11:00-12:00	5	5	1
12:00-13:00	7	6	2
13:00-14:00	4	4	2
14:00-15:00	5	5	2
15:00-16:00	5	5	2
16:00-17:00	5	5	2
17:00-18:00	6	7	1
18:00-19:00	6	6	1
19:00-20:00	6	6	2
20:00-21:00	2	3	1
21:00-22:00	2	2	1
22:00-23:00	1	1	1
23:00-24:00	0	0	1

Table 8: Retail Parking Accumulation

5.15 The results of the parking accumulation demonstrate that the peak level of vehicle activity is between 12:00 – 13:00 and 17:00 – 18:00, where 13 two-way movements per hour are expected. However, over an hour, an accumulation of 2 vehicles is expected. Therefore, the two spaces proposed is expected to be sufficient to accommodate all demand. The full TRICs outputs are included in **Appendix F**.

Summary

5.16 In summary, the parking survey results demonstrate that there is ample capacity to accommodate the displaced car parking on the existing area of hardstanding and therefore this aligns with Policy DM14: Parking of the Eastleigh Local Plan.

6. TRIP GENERATION

- 6.1 This section of the report assesses the likely vehicular impact of the proposed development on the operation of the local road network.
- 6.2 The trip rates used in the Pre-Application Scoping Note were considered too low and not fully representative of the proposed development, therefore the TRICS assessment has been re-ran. The new parameters used include 'Private Flats' rather than 'Affordable / Local Authority Flats', 0-60 dwellings rather than 0-30 dwellings and Edge of Town locations also included on top of Suburban Locations. Whilst it is acknowledged that the flats will be affordable, the private flats category provides a robust assessment as per HCC's request.

Existing Site

- 6.3 The existing site comprises of 2 x retail units and 2 x residential flats. One of these retail units is to be provided, therefore these have not been assessed. In order to calculate the vehicular trip generation associated with the existing flats, a TRICS assessment has been undertaken using the following parameters:
- TRICS (v7.10.2)
 - 'Residential' Flats Privately Owned
 - Sites in England and Wales (Excluding Greater London)
 - 0-60 Dwellings
 - Weekday Surveys Only
 - Suburban and Edge of Town Locations
- 6.4 The results of the TRICS assessment are demonstrated in **Table 9**, with the full outputs included in **Appendix F**.

Vehicle Trips	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per Dwelling)	0.036	0.186	0.179	0.085	2.550
Trip Generation (2 Units)	0	0	0	0	5

Table 9: Existing Residential Units Trip Generation

- 6.5 As summarised in **Table 9**, the residential element of the existing site is predicted to generate no vehicle movements in the AM and PM peak periods, with 4 daily vehicle trips (over a 12-hour period).

- 6.6 In terms of the existing retail units, one is currently occupied by a local shop whilst the other appear to be closed. It is anticipated that the majority of trips associated with the local shop would be pass-by or linked, therefore, to be robust, no trip generation assessment has been undertaken for the retail units.

Proposed Site

- 6.7 In order to calculate the vehicular trip generation, a TRICS assessment has been undertaken using the following parameters:
- TRICS (v7.10.2)
 - 'Residential' Flats Privately Owned
 - Sites in England and Wales (Excluding Greater London)
 - 0-60 Dwellings
 - Weekday Surveys Only
 - Suburban and Edge of Town Locations

- 6.8 The results of the TRICS assessment are demonstrated in **Table 10**, with the full outputs included in **Appendix F**.

Vehicle Trips	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per Dwelling)	0.036	0.186	0.179	0.085	2.550
Trip Generation (18 Units)	1	3	3	2	46

Table 10: Proposed development Trip Generation

- 6.9 As summarised in **Table 10**, the proposed development could potentially generate 4 vehicle movements in the AM peak period and 5 vehicle movements in the PM peak period, with 46 daily vehicle trips (over a 12-hour period).

Net Impact

- 6.10 To understand the impact the proposed development could have on the surrounding highways network compared to the existing use, a net impact assessment has been undertaken and is shown in **Table 11**.

	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		12 Hour Flows
	Arrivals	Departures	Arrivals	Departures	
Existing Site	0	0	0	0	5
Proposed Site	1	3	3	2	46
Net Impact	+1	+3	+3	+2	+41

Table 11: Net Impact Assessment

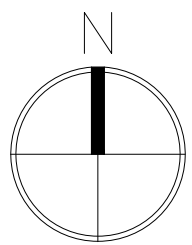
- 6.11 **Table 11** demonstrates that the proposed development could result in 4 additional vehicle movements in the AM peak period, 5 vehicle movements in the PM peak periods and an additional 41 vehicle movements across a 12-hour period. When considered over a 12-hour period, this equates to less than 4 vehicle movements an hour, i.e., roughly one every 18-minutes. The local road network is considered sufficient to accommodate this minimal increase in vehicle traffic, in accordance with paragraph 111 of the NPPF and Eastleigh Local Plan.
- 6.12 It should also be noted that the quantum of existing site trips is anticipated to be significantly higher than that set out within this chapter, particularly during the peak periods, but for robustness, the results presented provide an under-representation.

7. SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Eastleigh Borough Council for the redevelopment the site known as 30-32A Queens View, (which currently comprises 2 x ground floor retail units, 2 x residential flats above and an area of parking) to provide 18 residential flats and a small retail unit at ground floor, at Queens View, Netley, Southampton.
- 7.2 The site is well located within walking distance of a number of existing facilities and amenities within Netley and the wider area. The site is also located in close proximity to both local rail and bus services in addition to good existing walking and cycling facilities, thus presenting an excellent opportunity to promote sustainable travel and create a sustainable development.
- 7.3 The proposed development comprises of 18no. affordable owned residential flats and a small retail unit at ground floor. Access arrangements, both vehicular and pedestrian have been assessed in terms of swept path analysis and visibility which were considered acceptable at the Pre-Application stage.
- 7.4 A total of 20 car parking spaces are proposed for the residential units, which equates to a ratio of 1.1 spaces per unit, which will all be unallocated. Whilst this represents a slight shortfall when compared to the Eastleigh car parking standards, it fully aligns with the emergency draft car parking standards released In July 2023. Furthermore, a review of census data demonstrated that this will be provide ample capacity to accommodate the anticipated demand associated with the development. The proposed development will however remove an existing area of hardstanding to the south of the existing retail units. Therefore, car parking beat surveys were undertaken to assess the existing capacity and usage of this area. The results demonstrated that whilst the area can accommodate circa 11 vehicles, only one vehicle was recorded parking on both nights. Furthermore, this may have been associated with the existing uses on site.
- 7.5 The parking surveys demonstrated that even with the removal of this area of parking, at least 123 spaces were available and thus this demonstrates that the potential displaced car parking can easily be accommodated and therefore this aligns with Policy DM14: Parking of the Eastleigh Local Plan.
- 7.6 It is proposed that two car parking spaces are provided to serve the retail unit, one less than the draft standards suggest, which would be clearly signed and are expected to be subject to time restrictions. The retail unit would be ancillary to the local area, and it is anticipated that the majority of users would walk to this shop instead of travelling further afield to larger shops such as the Co-op. Therefore, this is expected to be sufficient to accommodate all parking demand. The parking accumulation exercise also demonstrates that the demand for parking is not expected to exceed these two spaces.

- 7.7 An additional parking survey is proposed for the retail elements which is expected to cover the same survey area and be undertaken at three times across the day to understand the parking demand associated with the existing retail unit. This will be submitted under a separate cover.
- 7.8 When compared to the existing uses on site, the proposed development is expected to generate an additional 4 vehicle trips in the AM peak period and 5 vehicle trips in the PM peak period and an additional 41 vehicle movements over a 12-hour period. The local road network is considered sufficient to accommodate this minimal increase in vehicle traffic, in accordance with paragraph 111 of the NPPF and Eastleigh Local Plan.
- 7.9 This Transport Statement has demonstrated that the proposed development would have a negligible impact on the operation of the local road network, in accordance with the NPPF, HCC Transport Plan and Eastleigh Local Plan. We would therefore encourage HCC to look favourably on this development in relation to highways.

Appendix A



Notes
1. This drawing is the copyright of MH Architects Ltd
2. Do not scale this drawing except for Local Authority planning purposes
3. All dimensions must be checked on site by the contractor prior to commencement of the works.

Client Approval					
X	A	-	Approved		
X	B	-	Approved with comments		
X	C	-	Do not use		
Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date

- site boundary
- proposed trees
- existing trees
- existing trees removed
- existing building footprint
- access points to homes
- block paving - shared surface
- paving - footpaths
- tarmac
- public landscape
- private landscape
- boundary landscape

Eastleigh Borough Council
Queens View
Netley Abbey
Residential proposals

Drawing title
Site plan

Drawn	Date	Checked	Date	Scale at A1
JDM	12/06/23	HJS	13/06/23	1:200
Job No.	Pro.	Org.	Zone	Level
19-067	EBC	MHA	XX	XX
Purpose of Issue	DR	AR	0019	A01

PLANNING

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www.mharchitects.co.uk
Limited Company
Registered in England No. 0994213



Appendix B



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The Castle
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Tel: 0300 555 1375 (General Enquiries)
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Matt Grantham	My reference	Pre-App 30-32A Queens View, Netley
Direct Line		Your reference	30-32A Queens View, Netley
Date	17th February 2023	Email	matt.grantham@hants.gov.uk

Dear Ms Turley,

REF: Pre-Application Advice - 30-32A Queens View, Netley

Thank you for your email, dated 13th January 2023, requesting pre-application Highways advice from Hampshire County Council in their role as Local Highway Authority.

It is understood that the pre-application advice request is for a site being promoted by Eastleigh Borough Council, being 30-32A Queens View in Netley.

It is understood that the proposals are to remove the existing two storey retail and residential units on the site, and replace them 20 new residential units with associated car parking.

The information supplied to HCC Highways consists of a 'Pre-Application Scoping Note' which includes:

- Accessibility information;
- Methodology for the collection of accident data;
- Development proposals inclusive of access and parking details; and
- Site plans inclusive of layout (Drawing 0019 Rev. P04), and vehicle tracking (131.0013-0002 Rev P02).

Specific information and advice requested as part of this pre-application advice consists of:

- Scope of assessment and methodology;
- Access arrangements;
- Footways arrangements; and
- Car parking.

Director of Hampshire 2050
Gary Westbrook

Having reviewed the information submitted as part of this pre-application proposal, the following comments are made from a highway's perspective:

Scope of Assessment and Methodology:

The proposed scope and methodology for the Transport Report has been reviewed and is generally acceptable, with all elements covered that would be required in order to fully assess the site from a highway's perspective.

Local sustainable travel options are fully covered, and site proposals are fully outlined, with supporting layout and tracking plans available.

It would however be requested that accident data is gained from Hampshire Constabulary, given that this is the most up to date dataset available for accident records, whereas other data sources may be missing the most recent 6 month (or similar) period.

Trip data should also be revised, with a re-assessment of the TRICS database undertaken to get a more robust trip rate. Whilst the TRICS database has been utilised for the trip rate outlined within the scoping document, this appears to be low, and on review of the TRICS output, it is noted that only 3 sites have been utilised. All 3 appear to be in areas of greater commercial and employment option, which would account for a reduced vehicle trip rate level.

It is noted that due to the quantum of development, a higher trip rate is unlikely to materially increase trips to and from the site, but it would be useful to have a more robust trip rate for future comparison and clarification with other sites in the local area.

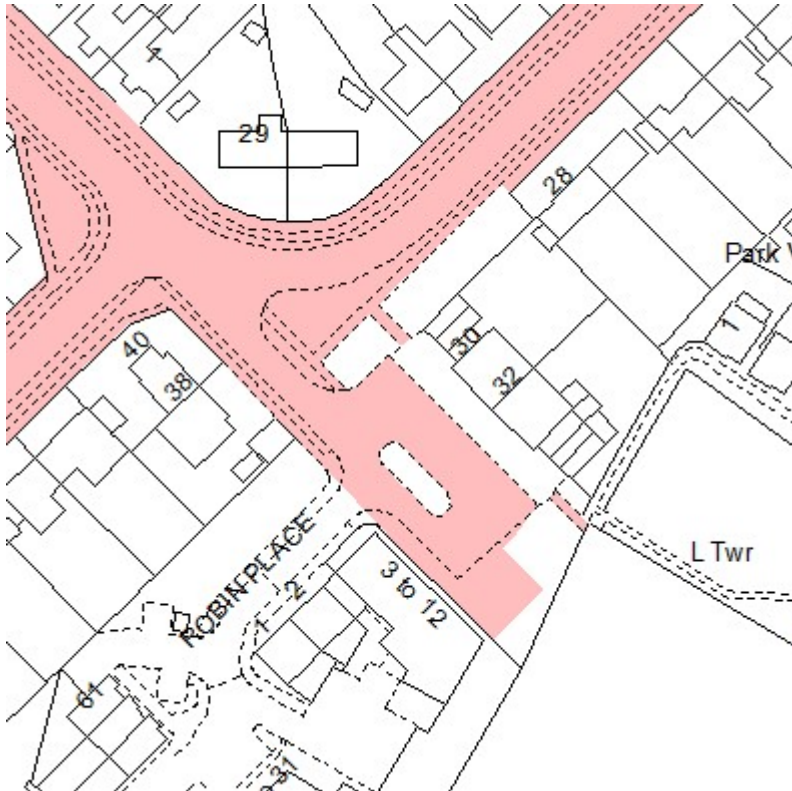
Access Arrangements:

Access into the site for both pedestrians and vehicles is shown on Drawing 0019 Rev. P04, with a vehicle crossover proposed from Queens View to serve 17 parking spaces (1 to 17), and onwards a secondary access from Castle Road, which serves 5 parking spaces (18 to 22) accessed directly from the road in a perpendicular layout.

Whilst the Queens View access is acceptable, with adequate visibility achievable as shown on PBA Drawing 131.0013-0001 – Rev. P01, and with a sufficient width to allow for two-way traffic, there are issues with the parking on Castle Road.

Whilst the proposed parking layout would be acceptable, Castle Road is adopted highway, which encompasses the area upto the edge of footway that runs across the length of the existing shopping units. As such, it is not within the ownership of the developer, and this would need to be negotiated with Hampshire County Council in order to purchase the land required for the private parking area and to extinguish highway rights. Private parking bays cannot be located on public highway.

The adopted highway land is shown on the plan below in pink.



It should also be noted by the developer, that given the site layout would abut the remaining public highway, the S278 process will need to be entered into in order to gain appropriate licence and permission to undertake both the proposed vehicle access works, and in order to close-up the existing vehicle accesses which are to be redundant. These works would need to be completed prior to occupation.

Details of the S278 process can be found via the following web address:

<https://www.hants.gov.uk/transport/developers/section-278>

Footway Arrangements:

Similar to the access arrangements for the Castle Road parking, it is noted that the proposed footway arrangement to the south east of the site utilise highway land. Whilst the link is acceptable and provides east west access to the recreation ground, again negotiation will need to take place in regard to the utilisation and transferring of highway land. The footway itself would also need to be conditioned to allow for unrestricted public access 365 days of the year given the wider public benefit.

The remaining sections of footway proposed for the site are also acceptable, linking into the wider pedestrian network.

Car Parking:

In regard to vehicle parking requirements, the quantum of parking will be assessed by Eastleigh Borough Council in their role of Local Parking Authority, where the Eastleigh Parking Standards will need to be adhered to.

It is however noted that for the 20 residential units proposed, only 22 parking spaces are to be provided, and this would be below standards for even unallocated parking.

Historically, there have been parking issues in the local area, hence the 'No Verge Parking' restrictions locally, and as such any parking shortfall is likely to result in overspill parking which would likely be obstructive, both visually and physically, particularly on Queens View on the bend.

Whilst a 'Lambeth' style parking stress survey has been undertaken in the local area, demonstrating that suitable non-obstructive parking options are available, and this information will no doubt be helpful in the decision making process, it would be recommended that increases to on-site parking is investigated as this is likely to come up as an issue at the planning decision making committee.

In regard to the parking layout, notwithstanding the ownership issues of the southern area of the site where 5 vehicle parking spaces are proposed (numbered 18 to 22 on plans), the layout proposed is generally acceptable.

Vehicle movement in and out of spaces will be easily achievable with 6.00m (minimum) aisle widths, and the parking bays themselves are adequate at 2.4 x 4.8m. It would however be suggested that when parking bays are adjacent to landscaped areas of hard vertical obstructions such as fences or walls, an additional 0.3m step-out strip is added to enable easy opening of vehicle doors and access for vehicle users. Without this, landscaped areas will be stepped on and will undoubtedly turn to mud in wet weather periods.

With regard to cycle parking, whilst this is shown on plans, the provision is for 14 cycle spaces only. Again this is below the EBC Parking Standard, and will need to be increased to a minimum of 20 spaces (1 per dwelling).

Additional Comments:

In terms of access to the site for servicing, this would primarily be for the access of refuse and delivery vehicles, and also a fire tender in an emergency.

Vehicle tracking diagrams have been submitted, which demonstrate that the internal site layout, when accessed from Queens View, is sufficient for the ease of movement for all three vehicles.

The developer will however need to liaise with the Eastleigh Borough Council Direct Services Team in order to ascertain whether their refuse vehicle will

enter site or not however, and onwards whether the proposed refuse storage facility location is in an agreeable position.

Finally, given the location of the site, it would be requested that should a formal planning application come forwards, a Construction Site Management Plan would accompany this. This will need to demonstrate elements of construction such as delivery vehicle routes, delivery strategy, on-site storage and rest facilities, details of contractor parking, and the methodology for clearing the highway of mud and debris.

Overall, there would be no objection in principle to the proposals from a highway's perspective, bar a couple of minor tweaks as outlined above, such as the step-out strips adjacent to parking bays, plus additional cycle parking and potentially vehicle parking (to be advised by Eastleigh Borough Council).

However, as also outlined above, it is noted that existing adopted highway land is being included within areas that will need to be private (i.e. car parking spaces 18 to 22) and indeed part of the proposed building also.

Negotiations will need to take place with Hampshire County Council in order to not only extinguish highway rights

(<https://www.hants.gov.uk/transport/searchesrightscharges/highwayrights>) ,

but to also purchase the land and to transfer it into private ownership, which can be initiated via the following link -

<https://forms.office.com/Pages/ResponsePage.aspx?id=tdiBPwfuF0yGnB20OQGNm7OcoVOKYftlnUZbtslKN-FUQTRFVVZBUetUVUIVV1czR1pOM0pWUUIFTyQIQCN0PWcu>

I trust that the information given above is suitable for your purposes and answers your individual queries in full. However, if any clarification is required, please don't not hesitate to contact me.

Yours faithfully

Matt Grantham

Principal Development Planner – Highways Development Planning

Appendix C



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- VEHICLES HAVE BEEN TRACKED TO 10MPH.

VEHICLE PROFILE

4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

5.885m	2.000m	2.526m	0.299m	1.765m	4.00s	6.000m
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PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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P01	FIRST ISSUE	21.09.23	CAT	JAM
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
17.07.23	CAT	JAM	-	
PBA Project Number		Scale	(AT A3)	
131.0013		1:200		
PBA Drawing No:			Revision	
131.0013-0004			P01	

Project Name

QUEENS VIEW,
NETLEY

Project Phase

PRELIMINARY

Title

SWEPT PATH ANALYSIS
RETAIL SERVICING BAY

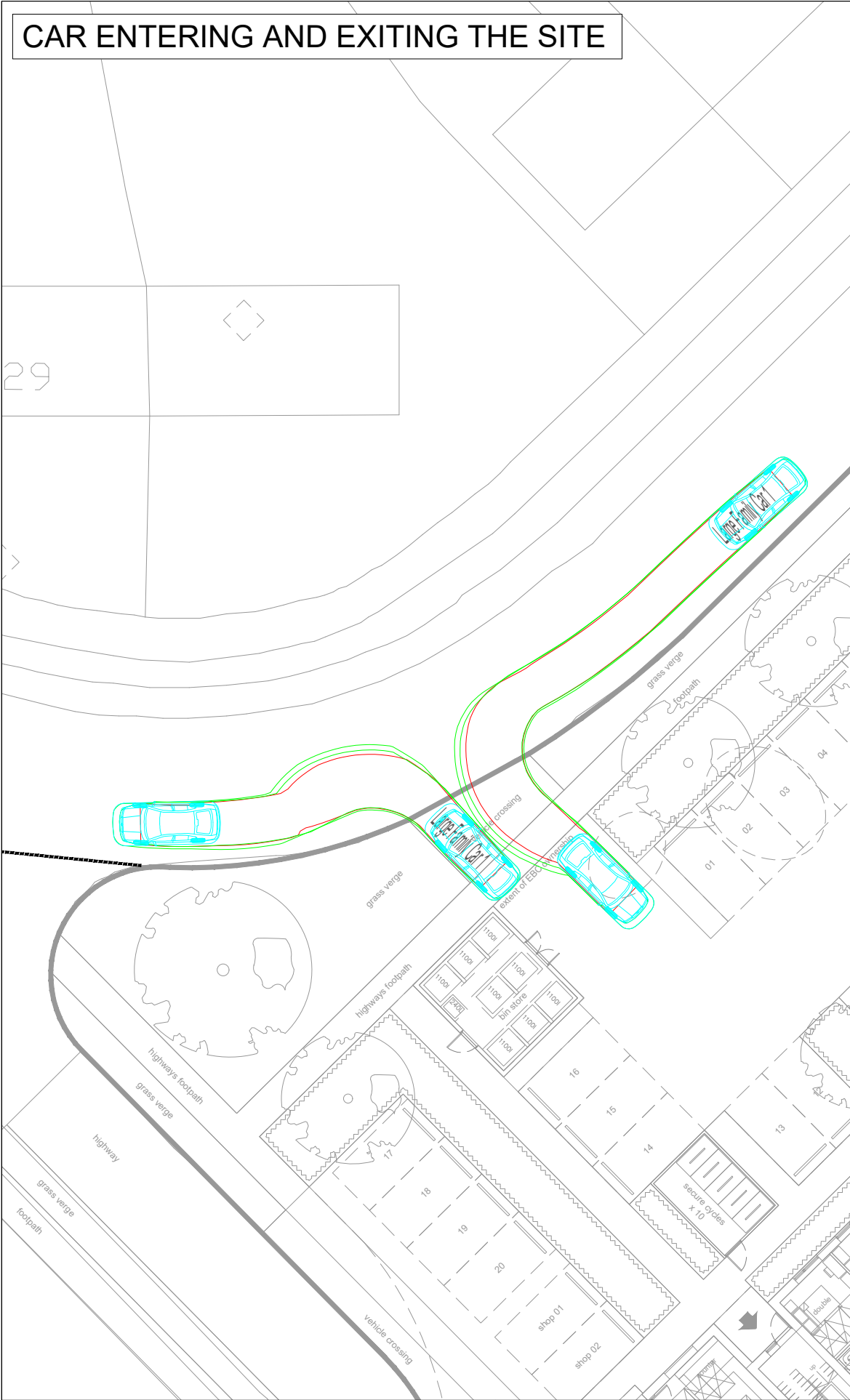
paulbasham
associates

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info@paulbashamassociates.com www.paulbashamassociates.com

Client

EASTLEIGH
BOROUGH COUNCIL

QMS2011/v7/021222/JM



Project Name

QUEENS VIEW,
NETLEY

Project Phase

PRELIMINARY

Title

SWEPT PATH ANALYSIS
CAR PARKING AREAS

paulbasham

associates

Paul Basham Associates Ltd

The Bothy, Cams Hall Estate, Fareham, PO16 8UT

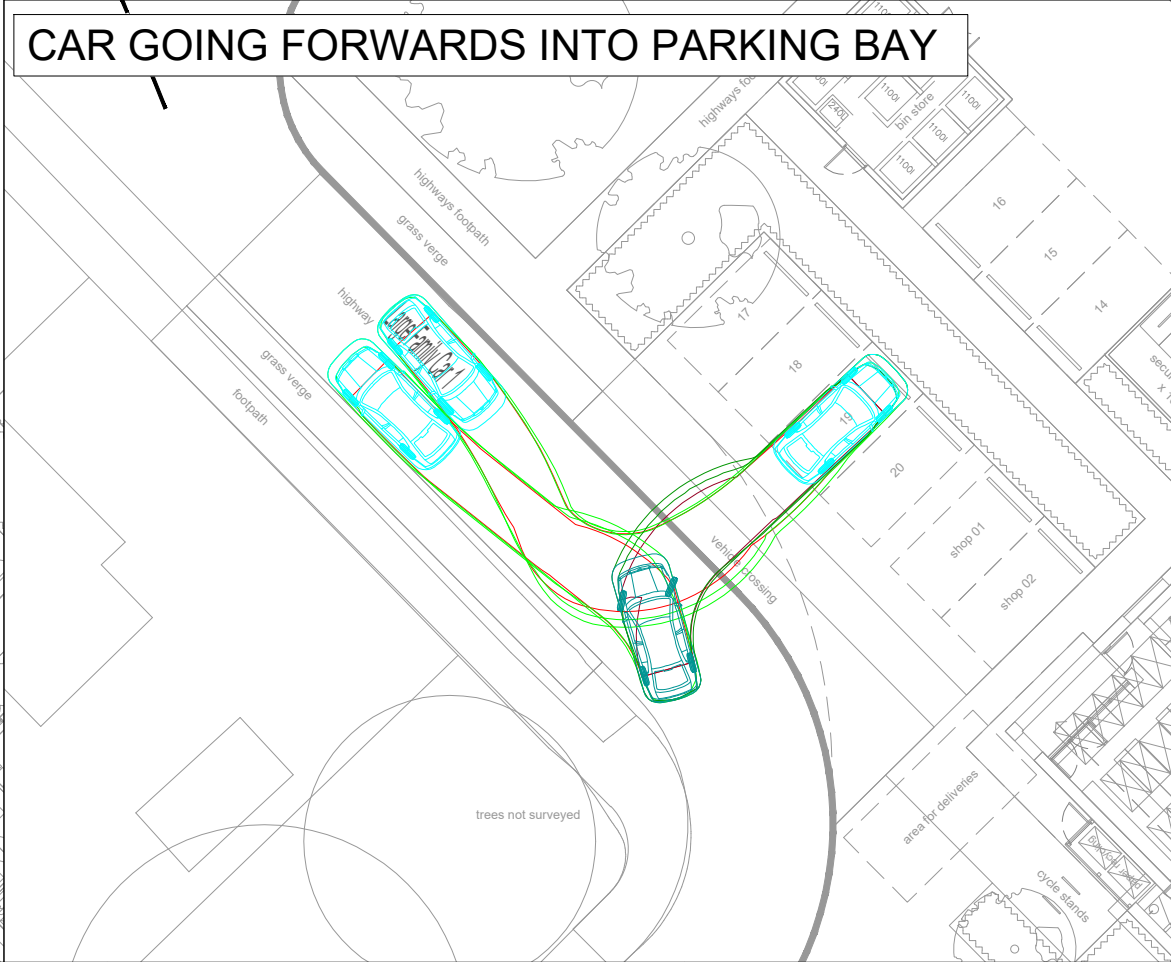
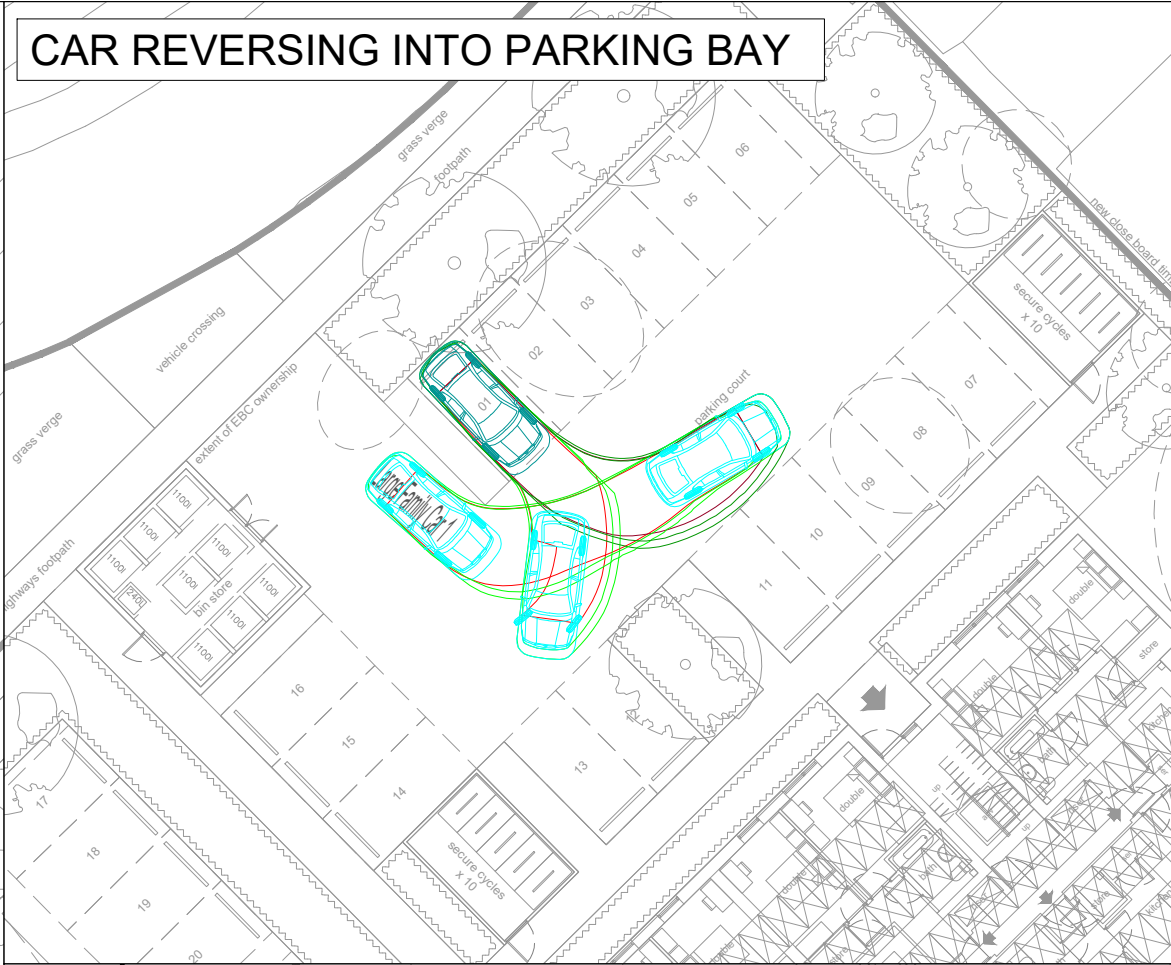
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6. VEHICLES HAVE BEEN TRACKED TO 10MPH.

VEHICLE PROFILE

4.89

1.257

2.59

Large Family Car 1

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.890m

1.940m

1.512m

0.273m

1.890m

4.00s

5.100m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'

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P02

UPDATED SITE LAYOUT

21.09.23

CAT

JAM

P01

FIRST ISSUE

17.07.23

TP

CT

Rev

Description

Date

By

App'd

Date Created

17.07.23

Drawn By

TP

Approved By

CT

Suitability Code

-

PBA Project Number

131.0013

Scale

1:250

(AT A3)

PBA Drawing No:

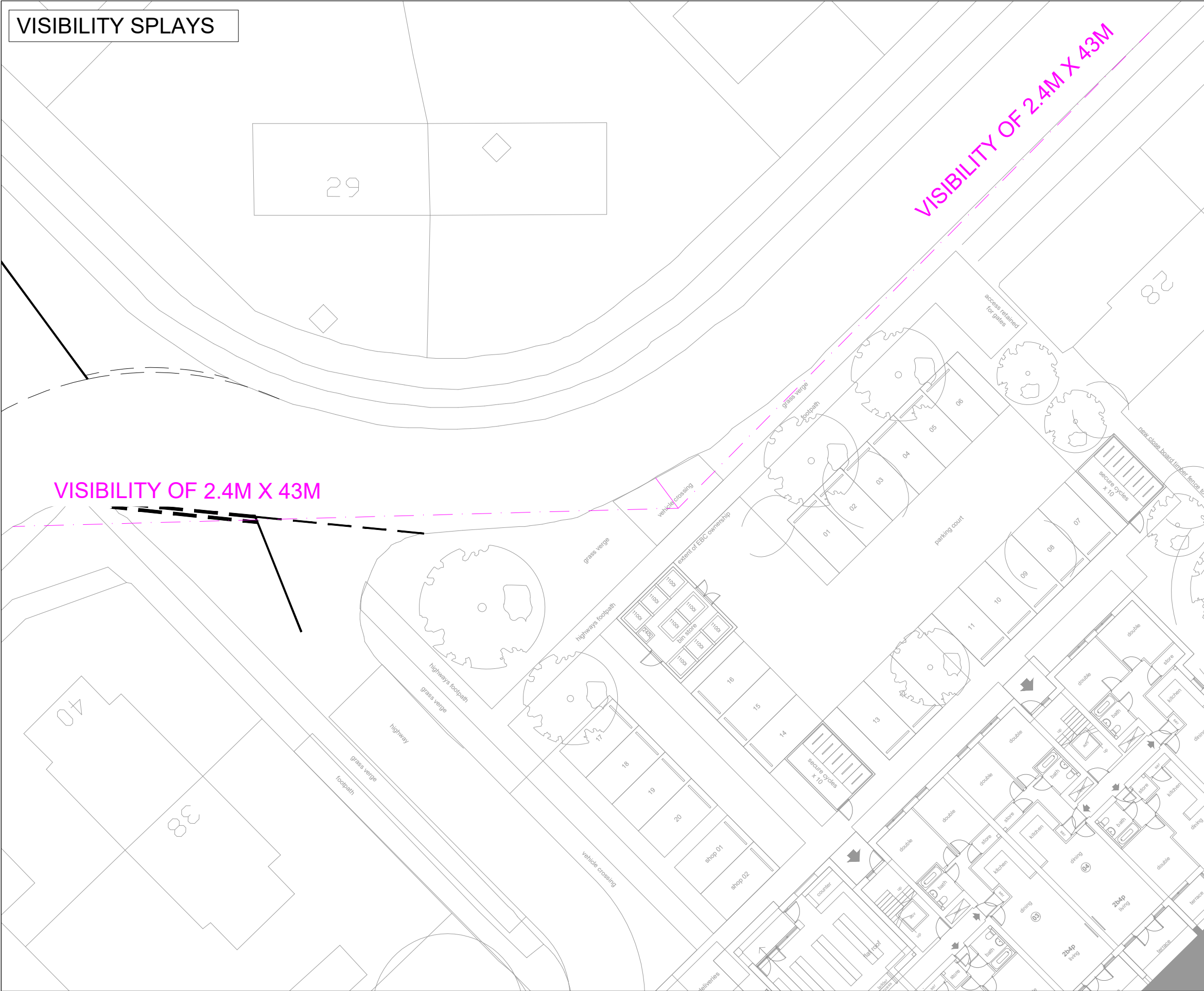
131.0013-0003

Revision

P02

QMS2011/v7/021222/JM

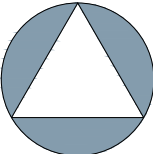
Appendix D



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- THE VISIBILITY SPLAYS ARE BASED ON THE POSTED SPEED LIMIT IN LINE WITH TG3 HCC GUIDANCE.



NORTH

PRELIMINARY

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P03	UPDATED LAYOUT	21.09.23	CAT	JAM
P02	UPDATED LAYOUT	17.07.23	TP	CT
P01	FIRST ISSUE	09.01.23	CD	CT
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
09.01.23	CD	CT	-	
PBA Project Number		Scale	(AT A3)	
131.0013		1:250		
PBA Drawing No:			Revision	
131.0013-0001			P03	

Project Name

QUEENS VIEW,
NETLEY

Project Phase

PRELIMINARY

Title

VISIBILITY SPLAYS



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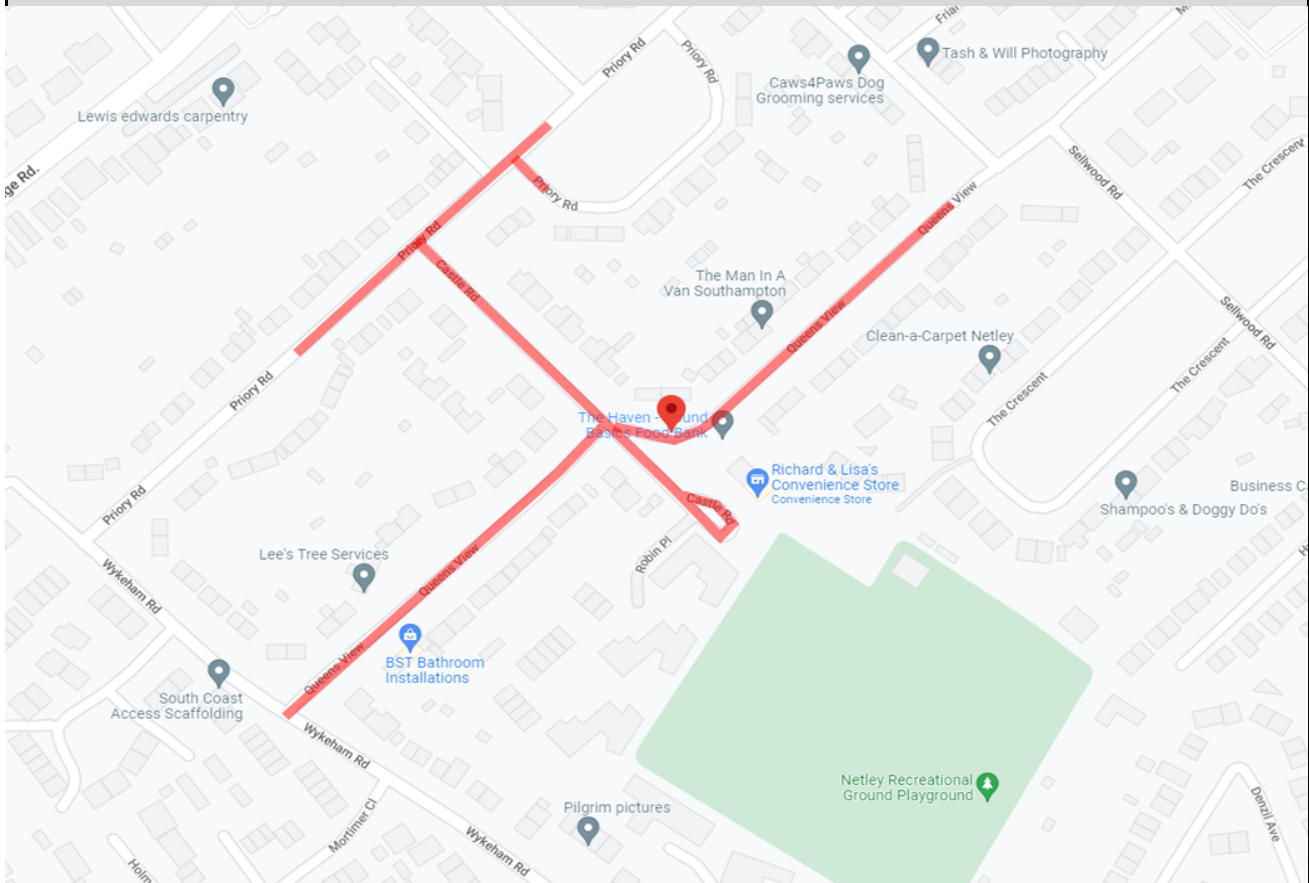
Client



Appendix E

Parking Beat Survey

Queens View, Netley



Wednesday 29th June 2022

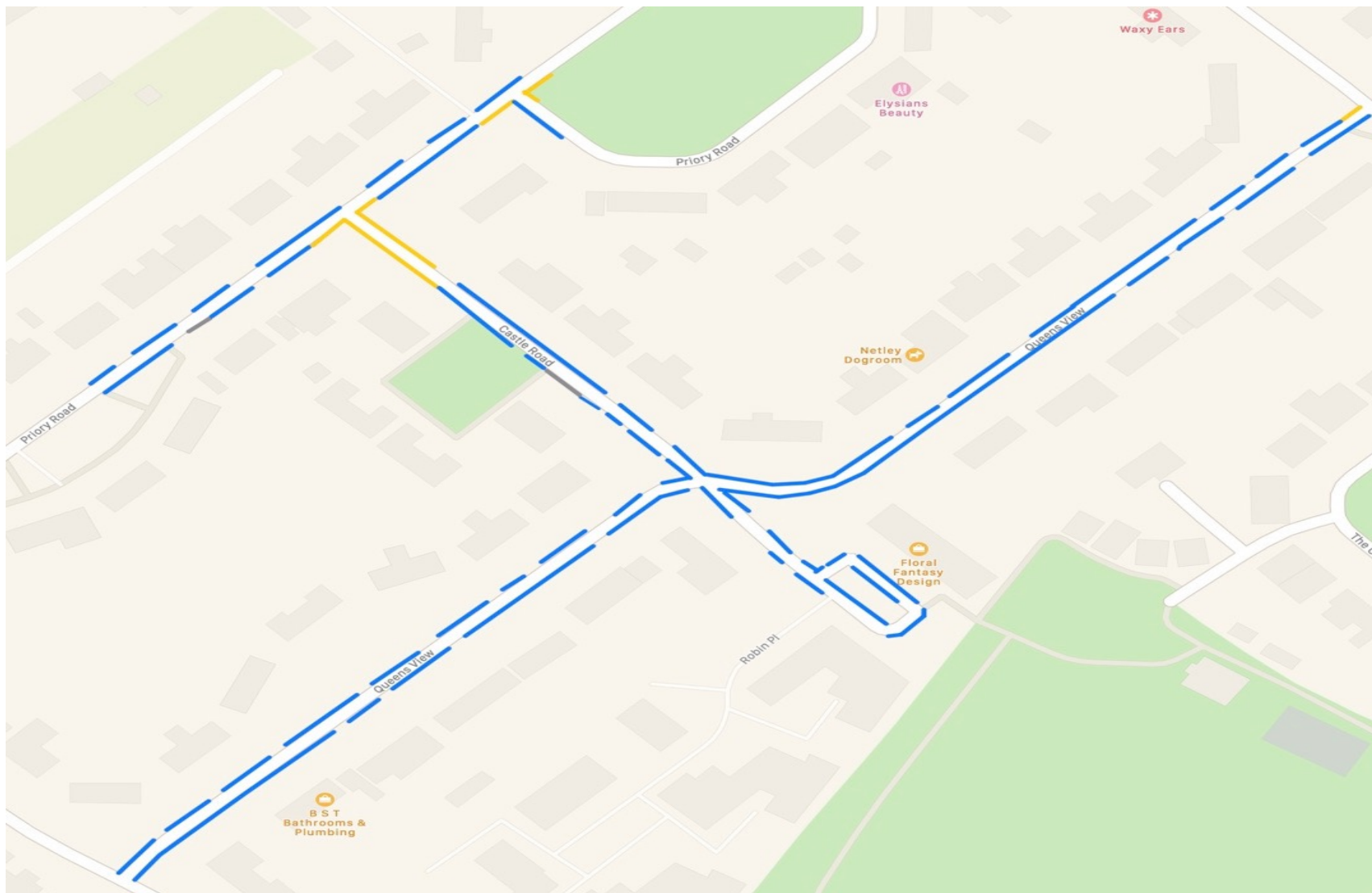
Thursday 30th June 2022



Created by Bert Ramos

SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY	
Methodology	London Borough of Lambeth Queens View, Netley As advised by Client Wednesday 29th June 2022 Thursday 30th June 2022 00:30 00:30 Snapshot	
Guidance		
Site		
Survey Area		
Date/s		
Time/s		
Beat Frequency		
Unit for 1 Unmarked Lengthwise Space (m)	5	
Unit for 1 Unmarked Crosswise Space (m)	2.5	
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).	
Sections of road excluded from parking capacity calculation	First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.	
Parking excluded from stress calculation	Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).	
Terminology	"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)	



Key

Unrestricted Parking

Unrestricted Kerb

Restricted Parking

Disabled Parking

No Parking

Double Yellow Lines

North



PARKING STRESS TABLES

Restriction 1					Unrestricted Kerb					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 29th June 2022			Thursday 30th June 2022\		
					00:30hrs			00:30hrs		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Queens View	525	105	0	105	29	76	28%	30	75	29%
Castle Road	205	41	0	41	18	23	44%	20	21	49%
Castle Road (Crescent)	15	3	0	3	1	2	33%	1	2	33%
Priory Road	195	39	0	39	12	27	31%	11	28	28%
Total	940	188	0	188	60	128	32%	62	126	33%

Restriction 2					Disabled Parking					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 29th June 2022			Thursday 30th June 2022\		
					00:30hrs			00:30hrs		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Castle Road	10	2	0	2	2	0	100%	2	0	100%
Priory Road	5	1	0	1	1	0	100%	1	0	100%
Total	15	3	0	3	3	0	100%	3	0	100%

Illegal/Obstructive Parking

Location	Description	Wednesday 29th June 2022			Thursday 30th June 2022\		
		00:30hrs			00:30hrs		
		Occupied			Occupied		
		0			0		
		0			0		
		0			0		
Total		0			0		

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Space or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Queens View	N E-W	Double Yellow Line	3.3			0	0
Queens View	N E-W	Unrestricted Kerb	17.9			15	3
Queens View	N E-W	Crossover	7.9			5	1
Queens View	N E-W	Unrestricted Kerb	14.9			10	2
Queens View	N E-W	Crossover	7.6			5	1
Queens View	N E-W	Unrestricted Kerb	13			10	2
Queens View	N E-W	Crossover	8.5			5	1
Queens View	N E-W	Unrestricted Kerb	42			40	8
Queens View	N E-W	Crossover	6.5			5	1
Queens View	N E-W	Unrestricted Kerb	14			10	2
Queens View	N E-W	Crossover	6.6			5	1
Queens View	N E-W	Unrestricted Kerb	4.1			0	0
Queens View	N E-W	Crossover	7.9			5	1
Queens View	N E-W	Unrestricted Kerb	40.9			40	8
Queens View	N E-W	Junction	20.4			20	4
Queens View	N E-W	Unrestricted Kerb	5.7			5	1
Queens View	N E-W	Crossover	5.7			5	1
Queens View	N E-W	Unrestricted Kerb	6.4			5	1
Queens View	N E-W	Crossover	10.5			10	2
Queens View	N E-W	Unrestricted Kerb	15.7			15	3
Queens View	N E-W	Crossover	4.6			0	0
Queens View	N E-W	Unrestricted Kerb	4.6			0	0
Queens View	N E-W	Crossover	5.6			5	1
Queens View	N E-W	Unrestricted Kerb	14.9			10	2
Queens View	N E-W	Crossover	5.5			5	1
Queens View	N E-W	Unrestricted Kerb	17.6			15	3
Queens View	N E-W	Crossover	4.7			0	0
Queens View	N E-W	Unrestricted Kerb	24.2			20	4
Queens View	N E-W	Crossover	5.5			5	1
Queens View	N E-W	Unrestricted Kerb	15.9			15	3
Queens View	N E-W	Crossover	4.6			0	0
Queens View	N E-W	Unrestricted Kerb	14			10	2
Queens View	N E-W	Crossover	5.6			5	1
Queens View	N E-W	Unrestricted Kerb	11.4			10	2
Queens View	S W-E	Unrestricted Kerb	69.7			65	13
Queens View	S W-E	Crossover	4.8			0	0
Queens View	S W-E	Unrestricted Kerb	9.6			5	1
Queens View	S W-E	Crossover	7.9			5	1
Queens View	S W-E	Unrestricted Kerb	21.2			20	4
Queens View	S W-E	Crossover	4.6			0	0
Queens View	S W-E	Unrestricted Kerb	40.9			40	8
Queens View	S W-E	Crossover	4.4			0	0
Queens View	S W-E	Unrestricted Kerb	21.2			20	4
Queens View	S W-E	Crossover	2.9			0	0
Queens View	S W-E	Junction	23.6			20	4
Queens View	S W-E	Unrestricted Kerb	88.7			85	17
Queens View	S W-E	Crossover	4.5			0	0
Queens View	S W-E	Unrestricted Kerb	15.7			15	3
Queens View	S W-E	Crossover	9.3			5	1
Queens View	S W-E	Unrestricted Kerb	17.9			15	3

Queens View	S W-E	Crossover	5.6			5	1
Queens View	S W-E	Unrestricted Kerb	16.8			15	3
Queens View	S W-E	Crossover	7.5			5	1
Queens View	S W-E	Unrestricted Kerb	19.1			15	3
Castle Road	N E-W	Junction	10.9			10	2
Castle Road	N E-W	Unrestricted Kerb	12.1			10	2
Castle Road	N E-W	Junction	18.4			15	3
Castle Road	N E-W	Unrestricted Kerb	1.9			0	0
Castle Road	N E-W	Crossover	3.8			0	0
Castle Road	N E-W	Unrestricted Kerb	8.4			5	1
Castle Road	N E-W	Crossover	2			0	0
Castle Road	N E-W	Unrestricted Kerb	4.9			0	0
Castle Road	N E-W	Junction	15.8			15	3
Castle Road	N E-W	Unrestricted Kerb	15.7			15	3
Castle Road	N E-W	Crossover	10.8			10	2
Castle Road	N E-W	Unrestricted Kerb	11.6			10	2
Castle Road	N E-W	Crossover	8.4			5	1
Castle Road	N E-W	Unrestricted Kerb	56.9			55	11
Castle Road	N E-W	Crossover	4.5			0	0
Castle Road	N E-W	Double Yellow Line	17.9			15	3
Castle Road	S W-E	Double Yellow Line	21.6			20	4
Castle Road	S W-E	Unrestricted Kerb	21.4			20	4
Castle Road	S W-E	Crossover	2.8			0	0
Castle Road	S W-E	Unrestricted Kerb	3.5			0	0
Castle Road	S W-E	Disabled Parking	13.8			10	2
Castle Road	S W-E	Unrestricted Kerb	7.9			5	1
Castle Road	S W-E	Crossover	4.7			0	0
Castle Road	S W-E	Unrestricted Kerb	9.3			5	1
Castle Road	S W-E	Crossover	5.7			5	1
Castle Road	S W-E	Unrestricted Kerb	21.2			20	4
Castle Road	S W-E	Crossover	3			0	0
Castle Road	S W-E	Unrestricted Kerb	10.3			10	2
Castle Road	S W-E	Junction	10.5			10	2
Castle Road	S W-E	Unrestricted Kerb	10.5			10	2
Castle Road	S W-E	Crossover	16.9			15	3
Castle Road	S W-E	Unrestricted Kerb	2.8			0	0
Castle Road	S W-E	Crossover	4.6			0	0
Castle Road	S W-E	Unrestricted Kerb	6.6			5	1
Castle Road	S W-E	Junction	14.5			10	2
Castle Road	S W-E	Too Narrow to Park	11.6			10	2
Castle Road (Crescent)	Outside	Unrestricted Kerb	18.4			15	3
Castle Road	Outside	Crossover	5.7			5	1
Castle Road	Outside	Unrestricted Kerb	24.2			20	4
Castle Road	Outside	Crossover	5.6			5	1
Castle Road	Outside	Unrestricted Kerb	9			5	1
Castle Road	Outside	Crossover	2.2			0	0
Castle Road	Outside	Unrestricted Kerb	1.3			0	0
Castle Road	Inside	Unrestricted Kerb	12.2			10	2
Priory Road	E S-N	Unrestricted Kerb	28.8			25	5
Priory Road	E S-N	Crossover	6.7			5	1
Priory Road	E S-N	Disabled Parking	5.1			5	1
Priory Road	E S-N	Unrestricted Kerb	11.6			10	2
Priory Road	E S-N	Crossover	7.4			5	1
Priory Road	E S-N	Unrestricted Kerb	15			15	3
Priory Road	E S-N	Double Yellow Line	10			10	2

Priory Road	E S-N	Junction	19.6			15	3
Priory Road	E S-N	Double Yellow Line	6.6			5	1
Priory Road	E S-N	Unrestricted Kerb	25.1			25	5
Priory Road	E S-N	Double Yellow Line	4.1			0	0
Priory Road	S W-E	Unrestricted Kerb	19.6			15	3
Priory Road	N E-W	Too Narrow to Park	17.6			15	3
Priory Road	N E-W	Double Yellow Line	2.1			0	0
Priory Road	E S-N	Unrestricted Kerb	7			5	1
Priory Road	W N-S	Crossover	6.4			5	1
Priory Road	W N-S	Unrestricted Kerb	23.7			20	4
Priory Road	W N-S	Crossover	6.5			5	1
Priory Road	W N-S	Unrestricted Kerb	16.9			15	3
Priory Road	W N-S	Crossover	10.3			10	2
Priory Road	W N-S	Unrestricted Kerb	11.3			10	2
Priory Road	W N-S	Crossover	8.5			5	1
Priory Road	W N-S	Unrestricted Kerb	30.1			30	6
Priory Road	W N-S	Crossover	10.9			10	2
Priory Road	W N-S	Unrestricted Kerb	10.5			10	2
Priory Road	W N-S	Crossover	5.1			5	1
Priory Road	W N-S	Unrestricted Kerb	10.3			10	2
Priory Road	W N-S	Crossover	7.4			5	1
Priory Road	W N-S	Unrestricted Kerb	9.4			5	1

Appendix F

Calculation Reference: AUDIT-247601-230719-0741

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 9 to 56 (units:)
 Range Selected by User: 0 to 60 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	2
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Secondary Filtering selection:

Use Class:

C3 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 1 days

20,001 to 25,000 2 days

25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000 1 days

250,001 to 500,000 2 days

500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19 Survey Type: MANUAL		
2	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 Survey date: TUESDAY 13/11/18 Survey Type: MANUAL		
3	NG-03-C-01 LAWRENCE WAY NOTTINGHAM	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56 Survey date: TUESDAY 08/11/16 Survey Type: MANUAL		
4	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON	BLOCKS OF FLATS	TYNE & WEAR
	Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: FRIDAY 15/10/21 Survey Type: MANUAL		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SF-03-C-04	16/09/20	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.136	4	35	0.207	4	35	0.343
08:00 - 09:00	4	35	0.036	4	35	0.186	4	35	0.222
09:00 - 10:00	4	35	0.093	4	35	0.171	4	35	0.264
10:00 - 11:00	4	35	0.100	4	35	0.150	4	35	0.250
11:00 - 12:00	4	35	0.093	4	35	0.093	4	35	0.186
12:00 - 13:00	4	35	0.071	4	35	0.057	4	35	0.128
13:00 - 14:00	4	35	0.100	4	35	0.129	4	35	0.229
14:00 - 15:00	4	35	0.064	4	35	0.043	4	35	0.107
15:00 - 16:00	4	35	0.071	4	35	0.057	4	35	0.128
16:00 - 17:00	4	35	0.157	4	35	0.100	4	35	0.257
17:00 - 18:00	4	35	0.179	4	35	0.079	4	35	0.258
18:00 - 19:00	4	35	0.121	4	35	0.057	4	35	0.178
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.221			1.329			2.550

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:

9 - 56 (units:)

Survey date date range:

01/01/15 - 11/05/22

Number of weekdays (Monday-Friday):

5

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

1

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.